

SHIPPING & WATERFRONT NEWS

NORWAY GROWS ANTI-GERMAN AS RESULT OF SHIPPING OUTRAGES

Seizure of Norse Boats With Food and Fodder Outside of Barred Zones, on Flimsy Pretenses, Arouses Ire of Politicians and Press Who Attack Government for Weak-kneed Stand

[By Associated Press]
CHRISTIANIA, Norway, June 14.—The latest German acts against Norway are being criticized in the press and condemned by the legislature as showing the alleged failure of the Norwegian government to uphold the self-respect of the nation.

Royal mail boats between Denmark and Norway, outside of the German "barred zone," with cargo of killed cattle exclusively for use in Norway, are captured by German U-boats, brought to German ports and no satisfactory explanation or satisfaction given.

A Norwegian steamer, the Thorum, in coast traffic, chartered by the Norwegian government itself, with cargo of hay, to relieve the fodder famine in the northern part of the country, was stopped by German U-boats in the three-mile line, that means in Norwegian waters; the Norwegian flag was lowered and the German flag was run up, as the German U-boat chief declared the steamer a German prize because of lack of special clearing papers. A Norwegian torpedo boat arrived, the Norwegian captain declared that as the steamer was in Norwegian waters she was not liable to be seized by German U-boats, ordered the Norwegian flag flown again and the German lowered. After some argument, however, he yielded to the German view and allowed the steamer to be taken as prize to a German port and the Norwegian flag for the second time displaced by the German.

This happened May 16 and, upon an interpellation in the legislature regarding this affair which has turned the whole press and public opinion more anti-German than ever, Minister of Foreign Affairs, Ilien, answered that the government's protest in Berlin and the assurance of the steamer being a government chartered boat had only met unwillingness, to straighten out the affair and give a satisfactory excuse. On the contrary there was no prospect of the ship being released in the near future as the case would be tried before a prize court. More humiliating was the announcement that the Norwegian crew now would be brought before German court-martial because they, according to orders from a Norwegian naval officer in Norwegian waters, had hoisted the Norwegian flag.

Discussed in Legislature
For the first time since the war broke out a friction with one of the belligerent nations has been discussed openly in the legislature. In other cases the minister of foreign affairs has kept everything secret and been unwilling to let the public know what steps the Norwegian government has taken to protect the rights of its citizens against the now numerous encroachments from the German side.

All the leading politicians, in very strong terms, condemned this last humiliation from the German government. The press requested that the Norwegian crew should be given their liberty and sent home if the Thorum was not released, asserting that the crew acted according to Norwegian law and should not be punished in Germany.

The only paper that tried to belittle the affair was the Socialdemokraten, which expressed the hope that Germany "will show justice to a small nation not able and not willing to sustain its rights by power."

Only a few days before this, German U-boats in the Arctic ocean, off

LOAD JAESCHKE IN MORNING FOR VOYAGE TO S. F.

Work of loading the ex-German steamer Gouverneur Jaeschke with sugar and bananas will commence in the morning at Pier 6. The vessel will be moved at 6 a.m. tomorrow from the inter-island coal wharf, where she now lies, to the Oceanic wharf to load.

The Jaeschke is expected to steam for San Francisco Thursday morning promptly at 9 o'clock. She wants to get an early start so that she can get a position reading of her navigating instruments before noon. There was no chance to adjust them on Saturday's trial run owing to the late start.

Whether the Jaeschke will take a full cargo is not known. She will take all the sugar offered her here and will not call at Hilo. Surplus sugar on hand here is now pretty well cleaned up. The ex-German freighter Elsass, it will be remembered, took only 8000 tons where she could have carried 11,000.

Jack Edwardson, business agent of the Sailors' union, is looking for a couple of men or youths to serve on the boat as mess boys and work their way over. He said this morning he was having a hard time finding anyone.

after, should see that the nation was

in spite of all this, in spite of the nearly unanimous demand to stop export of anything the country needs for its own citizens, the fish export to Germany still is going on and the export of home made farm products and canned milk is not stopped, although the prospects for the people in the coming fall and winter are worse than ever.

Why the government, which week after week suffers humiliations at the hands of the German, has not stopped all export on Germany until satisfaction is given is regarded here as a mystery. A great many anti-socialists agree with the socialists who criticize the government for having spent \$100,000,000 in three years on the neutrality guard. The socialists say it would have been better to use this money to relieve the high cost of living, asserting that the naval and army defense is in too poor a condition to be of any use and that the money is wasted. Other citizens who believe in armament for the defense of the country now ask, with the socialists, what the country has obtained for the \$100,000,000. They indignantly declare that more than 400 Norwegian vessels have been destroyed, with the loss of 500 sailors, by the acts of a so-called "friendly" nation, that no excuse nor satisfaction has been given for any of the numerous violations of the international law; that Norwegian sailors have been murdered in the life boats; money and private trinkets on board in Norwegian ships stolen by German officers and taken to Germany; Norwegian government vessels in coast traffic in Norwegian waters seized and taken as prizes to German ports; and that a shot has been fired from a Norwegian gun to defend Norwegian rights, not a Norwegian boat nor a Norwegian sailor has been allowed to fight for his life. Meantime, they add, the country which has spent \$100,000,000 is threatened by famine

of food and fuel during the coming winter. Such criticism as the foregoing can be read every day in the most prominent papers of the country and heard wherever two Norwegians speak of the situation, but the leading men in the cabinet seem not to listen to public opinion or to be unwilling to sustain the national pride. The newspaper Tidens Tegen, in an editorial the other day, criticizing the political line Norway's government has followed, said:

"There is something worse than war and its disasters and that is when a nation loses its self-respect; the Norwegian nation these days is in danger of that."

Per Inter-island steamer Mauna Kea this morning from Hilo and way ports:

From Hilo: C. N. Katada, S. Hata, Chung Sang, Dr. Downs, S. N. Downs, E. H. Mott-Smith, E. A. Mott-Smith, F. Singlehurst, W. H. Ballinger, E. J. Reed, S. A. De Launay, A. Murphy, F. J. Stotts, Professor Jaggar, H. Focke, Mrs. Pallesen, Mrs. L. Emmans, Dr. Lycan, E. R. Brown and wife, Miss Farrwell, Mrs. Mosher and infant, S. Johnson and wife, G. J. Becker, R. McCortison, John Walker, Mrs. Biedle, Mrs. Barnes, Miss Fritsch, Kawasaki and wife, Mrs. Downs, Miss Downs, Mrs. Seyde, Mr. and Mrs. Baker, N. Eto, J. Tange, Mr. and Mrs. Baker, Miss Wilson, Mrs. Akakura, L. K. Silva, Max Weber, A. E. Carter, Iha Sato, Miss Kan Kee, Miss Yoshino, E. K. C. Yapp, J. Carreira, J. Mori, J. Miura and wife, Kimura, Sergt. Jones, F. B. Hesse, Mr. and Mrs. Edmondson, Mrs. Nakamoto, J. F. Fenwick, H. L. Freeman, J. MacDonald, James Wal-lacke, Mr. and Mrs. Lyons, Mr. and Mrs. Burnett, Mr. and Mrs. Ito, Miss Maclean, Miss Maxwell, Miss B. Lee, Mr. and Mrs. Blake, Miss K. Blake, Miss G. Blake, Miss Johnson, Miss Holmes, J. Waldron, Miss O. Clarke, Miss E. Clarke, Lee Ong, L. Ah Tai, Miss Kawaiul, Miss C. Cox, J. P. Borne and family, H. Sakamoto, wife and infant, J. Rapoza and wife, L. Franks and wife, G. Kan Kee, Mrs. Kan Kee, Miss Rose, Ken Kee, Y. Nishimura, G. Otani, T. Taketa, Y. Nakayama, Mrs. Nakayama and infant, Master Nakayama, Miss Nakayama, L. L. Newton, M. K. Ja. Chang, Miss Kalka, Miss Kitagawa, Mrs. Kitagawa and infant.

From Lahaina: G. P. Larsen, C. Leo, O. Mahoney, H. W. Tuttle, Kamakau, Miss Kamakau, Miss Cam-mings, Miss Lloyd, Mrs. McDougall,

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KAMAANAS SAIL ON WILHELMINA

Taking more than 90 cabin passengers, the Matson steamer Wilhelmina, Capt. Francis M. Edwards, is steaming for San Francisco at 4 o'clock this afternoon from Pier 19.

A number of prominent Honoluluans are leaving, some on vacation trips and some to stay on the mainland. They include J. Cathcart, the local attorney; Mrs. Charles R. Forbes and daughter, who will join Maj. Forbes in California; H. P. Faye, the island sugar man; T. Imai, vice-consul of the local Japanese consulate; R. C. Lydecker, keeper of the archives, Ambrose Patterson, the artist, who is en route to fight the Allies; J. W. Pratt, the "Land Man" and family, and a number of others.

Cargo leaving on the Wilhelmina included a total of 4299 tons of sugar, of which 1500 tons were loaded here and 2999 tons of molasses in bulk from the Valley Island port. Other cargo includes 47,000 cases of canned pineapples, 2575 bunches of bananas and 3216 bags of copra, delivered here from Fanning Island by the steamer Kestrel on her last trip.

Maui in Tomorrow
As no wireless to the contrary was received today, Castle & Cooke's shipping department believes the Matson flagship Maui is on time and will be off port at 6:30 tomorrow morning, to dock an hour later at Pier 15.

The Maui has 88 cabin and 48 steerage passengers for Honolulu; 677 bags of mail, 95 packages of express matter, and 370 tons of cargo, all for this port. She will steam for San Francisco on Wednesday, August 8, from Pier 19.

PASSENGERS BOOKED

Per Matson steamer Wilhelmina, sailing at 4 p.m. today for San Francisco.

Mrs. C. Atherton Adams, C. C. Anderson, E. M. Brown, R. J. Blake, E. J. Buckler, Mrs. M. F. Bruner, J. Buckley, H. Behr, Mrs. F. Brooks, Mrs. J. Brown, Mr. and Mrs. J. Baker, Charles Clark, Miss L. Clark, J. Cathcart, Miss E. Deming, Charles Dwight, Miss W. Edwards, Miss M. Edwards, Miss Claire Evans, J. P. Folsom, Mrs. C. R. Forbes, Miss M. Forbes, A. Feldman, H. P. Faye, Mrs. H. J. Gosse, Miss G. Habron, A. J. Helbert, R. Imai, R. P. Jenkins, Mr. and Mrs. J. Jorgensen, Mrs. E. A. Jones and two children, F. Lawson, R. C. Lydecker, Mrs. C. K. Lyman, Mrs. M. Little, L. E. Louston, S. S. Murray, Miss Doroth Marr, Mrs. Edgar Mosher and infant, Miss C. A. McManus, J. M. McLaughlin, Mrs. H. O. McKay, Mrs. M. McDonald, Dr. A. M. Oyen, Mrs. P. Powell, Woods Peters, A. Patterson, Mr. and Mrs. R. H. Powell, Mr. and Mrs. J. W. Pratt, J. W. Pratt, Jr., Miss A. Pratt, Master L. F. Pratt, H. Quinlan, William Rathman, Mr. and Mrs. P. G. Riley, Miss Emma Schmidt, Miss Fannie Schmidt, Mrs. H. B. Sterling, Miss Sterling, Charles G. Sauer, Mrs. Catherine Sauer, Mrs. M. Scott, Mr. and Mrs. G. G. Sauerby, Mrs. C. Torbert, Mr. and Mrs. Utsumiya, Mrs. Charles Vale, Mr. and Mrs. S. W. Wilcox, Mrs. H. D. Wishard, Mrs. C. E. Wiggins, Mrs. L. M. Zechary, Mr. M. G. Barnes, G. J. Becker, J. Johanson, C. Pettite, C. B. Lynch.

of food and fuel during the coming winter.

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"There is something worse than war and its disasters and that is when a nation loses its self-respect; the Norwegian nation these days is in danger of that."

PASSENGERS ARRIVED

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From Lahaina: G. P. Larsen, C. Leo, O. Mahoney, H. W. Tuttle, Kamakau, Miss Kamakau, Miss Cam-mings, Miss Lloyd, Mrs. McDougall,

From San Francisco by the S. S. "Maui," leaving this port July 26:

Walter Boynton, H. Kerr, Mr. and Mrs. R. K. Thomas, Miss A. E. Hawks, Mrs. B. G. Dickman, Mrs. Ivan Miller, George Stoll, Mrs. W. K. Orth, Mr. and Mrs. R. Whitcomb, L. A. Thurston, Miss F. Goodhue, Master B. Goodhue, A. J. Campbell, Mrs. T. Brandt, V. E. Noble, Miss Lydia Schaefer, Miss Hilda Tildander, E. Muir, Mrs. J. K. Hart, A. A. Young, Mrs. B. G. Dickman, C. Morgan, Mr. and Mrs. George Ahlborn, Clement Crystal, Gus Schuchman, J. D. Raymond, Mrs. A. T. Spalding, Miss Clara Walker, Miss L. A. Hawks, Mrs. J. W. Raymond, Mrs. Sloan, Mrs. Charles Gross, Mrs. C. C. Graves, Mr. and Mrs. M. Crystal, W. H. Gifford, Mrs. V. G. Goodhue, Mr. and Mrs. Walter Powell, Miss Noble, C. W. Spitz, Mrs. J. Schaefer, Miss Barbara Schaefer, Mr. and Mrs. R. Limer, Miss Edith Augusta, Miss Grace Knight, Mrs. A. A. Young, C. Seigh, Dr. J. H. Farrell, Fabian N. Crystal, Miss Bernice Daniel, Miss Annette Crystal.

Miss Murray, Mrs. Lorenzen, Miss Kipolai, T. D. Cockett, wife and infant, A. D. Morton, Mrs. and Miss Robinson, Mr. and Master Hoff, Frank Vida, Miss Hughes, Kaka-

SINALOA SALVED BY 'LEB' CURTIS

Capt. "Leb" Curtis has won more laurels as a salvager, according to the San Francisco Examiner, which says:

The Marine Exchange yesterday received word from the north that he has succeeded in floating the wrecked Norwegian steamer Sinaloa after the steamer had been given up for a total loss. According to the despatch the steamer is now being towed into Port Orford, Oregon, for temporary repairs, after which it will be transferred over to Coos Bay, where the permanent work will be done.

The Sinaloa, headed north and loaded with a cargo of 1500 tons of lumber, struck a rock off Port Orford during a heavy fog June 15. After having a hole pounded in her bottom from the reef the steamer worked off and drifted onto the beach. Several unsuccessful attempts were made to get her back into deep water and into drydock. Finally the wreck was turned over to the Marine Underwriters and Capt. Curtis was placed in charge. It became necessary for him to lighten the cargo before he could get the Sinaloa in condition to be safely run to sea. The steamer is valued at approximately \$200,000.

HARBOR NOTES

Next mail from Sydney and Pago Pago is due to arrive Tuesday in an Oceanic liner.

Next mail from San Francisco will arrive tomorrow morning in the Matson liner Maui, which has 637 bags. The Matson steamer Enterprise arrived at Hilo Sunday morning from San Francisco, the Mauna Kea reports.

The two-masted schooner Lily sailed yesterday afternoon for Leveka, Fiji Islands, where she will load a cargo of copra for San Francisco.

The Matson freighter Lurline is expected to reach Hilo tomorrow morning from San Francisco, according to the Mauna Kea's trip report.

Next mail from San Francisco will leave Saturday or Sunday on a U. S. transport. The Wilhelmina took a full despatch at 4 o'clock this afternoon from Pier 19. Mails closed at 2:30 at the postoffice.

Freight arriving on the Mauna Kea this morning included four autos, a horse, 11 bundles of hides, 23 cases of fruit, 790 sacks of sugar, and 367 packages of sundries, according to Pursert T. Strathairn's trip report.

A heavy passenger list arrived on the Inter-island Hilo packet Mauna Kea this morning. There were 144 cabin and 154 deck. Travel on the Mauna Kea has increased greatly since the Matson line cut out Hilo as a port of call for the Matsonia and Maui.

A grand rush resulted yesterday at Inter-island wharves, because of unprecedented deliveries of outgoing freight due to today's legal holiday making it necessary to get freight aboard outbound steamers Monday instead of today, although the steamers left today.

Honolulu's former German steamer, Straatssekretar Kraetke has been chartered by the Williams Dinfond Company of San Francisco from the U. S. emergency shipping board, according to the Examiner. She will carry a general cargo to the West Indies, consisting in the main part of flour, canned and dried fruits and foodstuffs. Returning to San Francisco she will probably bring in a cargo of Cuban sugar.

Sugar awaiting shipment on Hawaii is reported today by Pursert T. Strathairn of the Inter-island flagship Mauna Kea to be as follows, by plantations and bags:

Olaa, 58,740; Waiakea, 28,000 Hilo Sugar Co., 19,650 Oaamaa, 25,450; Penaeke, 21,200; Honoumou, 22,400; Hakalau, 69,525; Laupahoehoe, (un-reported); Kailua, 31,190; Kukaia, 18,477; Hapakaia MHI, 33,756; Pauhanu, 18,354; Honokaa, 33,000; Puna-luu, 4,825; Honuapo, 1,179.

Because of the war situation and the likelihood that oil tankers now serving Honolulu may be commandeered by the government, the owners of the British steamer Kestrel, the Honolulu-Fanning boat, have decided not to convert the vessel into an oil burner. The Kestrel will continue to burn coal, and in September will make a trip to the Gilbert Islands as a coal burner where it had been hoped to have her burn oil that voyage. The Kestrel will steam about Saturday for Fanning.

PASSENGERS EXPECTED

From San Francisco by the S. S. "Maui," leaving this port July 26:

Walter Boynton, H. Kerr, Mr. and Mrs. R. K. Thomas, Miss A. E. Hawks, Mrs. B. G. Dickman, Mrs. Ivan Miller, George Stoll, Mrs. W. K. Orth, Mr. and Mrs. R. Whitcomb, L. A. Thurston, Miss F. Goodhue, Master B. Goodhue, A. J. Campbell, Mrs. T. Brandt, V. E. Noble, Miss Lydia Schaefer, Miss Hilda Tildander, E. Muir, Mrs. J. K. Hart, A. A. Young, Mrs. B. G. Dickman, C. Morgan, Mr. and Mrs. George Ahlborn, Clement Crystal, Gus Schuchman, J. D. Raymond, Mrs. A. T. Spalding, Miss Clara Walker, Miss L. A. Hawks, Mrs. J. W. Raymond, Mrs. Sloan, Mrs. Charles Gross, Mrs. C. C. Graves, Mr. and Mrs. M. Crystal, W. H. Gifford, Mrs. V. G. Goodhue, Mr. and Mrs. Walter Powell, Miss Noble, C. W. Spitz, Mrs. J. Schaefer, Miss Barbara Schaefer, Mr. and Mrs. R. Limer, Miss Edith Augusta, Miss Grace Knight, Mrs. A. A. Young, C. Seigh, Dr. J. H. Farrell, Fabian N. Crystal, Miss Bernice Daniel, Miss Annette Crystal.

Miss Murray, Mrs. Lorenzen, Miss Kipolai, T. D. Cockett, wife and infant, A. D. Morton, Mrs. and Miss Robinson, Mr. and Master Hoff, Frank Vida, Miss Hughes, Kaka-

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CAHU RAILWAY TIME TABLE

OUTWARD

For Waianae, Waimanalo, Kahuku and Way Stations—9:15 a.m., 9:30 p.m.
For Pearl City, Ewa Mill and Way Stations—7:30 a.m., 9:15 a.m., 11:30 a.m., 9:30 p.m., 11:15 p.m.
For Wahiawa and Lohela—11:02 a.m., 2:40 p.m., 5:00 p.m., 11:30 p.m.
For Lohela—11:00 a.m.

INWARD

Arrive Honolulu from Kahuku, Wahiawa and Waianae—9:36 a.m., 5:30 p.m.
Arrive Honolulu from Ewa Mill and Pearl City—7:45 a.m., 9:36 a.m., 11:02 a.m., 11:38 p.m., 4:24 p.m., 5:30 p.m., 7:28 p.m.
Arrive Honolulu from Wahiawa and Lohela—9:15 a.m., 1:52 p.m., 2:59 p.m., 4:13 p.m.

The Haleiwa Limited, a two-car train (only first-class tickets honored), leaves Honolulu every Sunday at 8:30 a.m. for Haleiwa Hotel; returning arrives in Honolulu at 10:10 p.m. The Limited stops only at Pearl City, Ewa Mill and Wahiawa.

* Except Sunday, 12 Sunday only.

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TIDES, SUN AND MOON

Date—

High Tide, Low Tide, High Tide, Low Tide, Sun, Moon

P.M. P.T. A.M. A.M. P.M.

July 29 1:32 2.1 0:08 5:42 5:06 5:54

" 31 2:16 2.2 1:16 6:35 5:22 6:34

Aug 1 2:58 2.3 2:12 7:23 5:31 7:14

" 2 3:23 2.3 3:02 8:12 5:39 8:04

" 3 4:17 2.3 3:54 9:01 5:47 8:54

Territory of Hawaii

REGISTRATION

DAY
JULY
31

EVERY MALE PERSON
in the Territory between the
ages of 21 and 31 of any
nationality

MUST REGISTER
In His Own Precinct

Central Board of Registration
Selective Draft

Territory of Hawaii

